



TALLY HO

VOLUME 10 No. 6

NEWSLETTER OF THE BIG BEND MGs

NOVEMBER 2008

Prime Minister's Message

Well its official, fall has fell. Despite, what they say, the trees do change color here. They may not be as vivid as in the Northeast, but the change is unmistakable. Not only are the leaves falling, but I saw some frost on the ground here in Crawfordville the other day. How many Yankees would believe that we'd actually have frost in October? Then again, how many natives would think that?

However, what it all signals is two great things about fall in North Florida.....FSU football (ok, I'll throw in UF too) and taking our LBC's (Little British Cars) out for a drive in the country. Because the weather is perfect, neither the cars nor their drivers will overheat. The late year sun seems to make the shadows across the roads are a little deeper and it puts a special patina on all the trees. So, to celebrate the fall, BBMG's will have a drive on Saturday, 11/22. Bill Thompson wants to take us over the route he has planned for the Rendezvous and then after we'll all gather at his home for chili. We'll have our meeting there after the drive at around 4PM with dinner to follow. All desserts are welcome, but Bill and Nancy will have the rest of the meal all ready for us. Bring your appetite as well as your LBC.

The biggest item on the agenda will be the election of officers and directors for next year. The nominating committee will present the proposed slate of officers and directors at the November meeting. Wow, I can't believe how fast this year has gone. I must have had fun!

Plans for the Rendezvous are pretty well in hand thanks the tireless work of Mike and Julie. As you heard, the big news of late is our

sanctioning by NAMGBR. We will be one of only two events on the East Coast during 2009 sanctioned by NAMGBR. I think this is a great accomplishment and points out the esteem in which BBMG's is held by the national organization. For sure, after the beginning of the year, organizing activities will accelerate and we'll need everyone to pitch in to make the event the success we all know it can be.

Speaking of events, I had the pleasure of going to St. Petersburg for the Jamboree. It was well attended with about 50-60 various LBC's. Mostly MGB's, but there was a smattering of beautiful TD's, TF's, A's and others. Joe Kaiser also was there flying the BBMG's banner. The weather was absolutely perfect and the mass drive onto the Skyway for the picnic lunch had sights and sounds that can best be described as awe inspiring. Of course, the gathering caused heads to turn and smiles all around. The reaction to them is always the same. Either, "WOW this is a really pretty little car" or "I had a friend who had one of these" or both. In fact, my brother-in-law may have been bitten by the MG bug. He now wants to buy one so he can "bond with his brother-in-law". At least that's the line he's going to use on my sister. One thing is for sure, people just like our cars.

Remember, the meeting this month will be at Bill and Nancy's house, 2431 Oakdale St. (in Betton Hills) Tallahassee. I'll be sending out reminders with all the details concerning the meeting place for the drive before then. Hope to see all of you there. Till then, let's just keep having fun out there.

Jamboree 16 Drive went over the Skyway Bridge stopping at both Rest Areas





Save the Date – June 12-18, 2011

The North American Council of M.G. Registers presents
our fourth all-Register gathering to be held at
“America’s Adventure Place”



Reno-Tahoe, Nevada

A mid-week convention, this will be an M.G.
vacation guaranteed to provide lasting
memories for all in attendance!

**Information regarding registration,
activities, and hotels to be forthcoming!**

<http://www.mgcars.org.uk/mgcouncil/index.html>

NAMMMR – NEMGTR – NAMGAR – NAMGBR - AMGCR

Brake Master Replacement & Booster Leaks

by Simon Dix and The St. Louis Metro Gazette, The Newsletter of The MG Club of St. Louis

During my MG2008 Valley Forge trip I experienced a pretty dramatic loss of brake fluid from the master cylinder of my 1977 MGB "Tigger". We survived the trip by keeping the master full and topped off and as I couldn't find any leaks, the general conclusion was the master had gone bad and was leaking into the brake booster. This seemed the likely reason for the lack of visibly escaping brake fluid given that I really was using a lot of fluid!

Upon my return, I ordered a new brake master and set about preparing to learn yet another job as I had not replaced a brake master cylinder on a car with the brake booster. It actually turned out to be not that bad a job, and actually easier than on the earlier cars as the master is more accessible. I did, however, solicit some "tricks of the trade" from the club's resident doctor, Mr. John "MG Doc" Mangles, before starting. Subsequent to all this I took part in the John Twist tuning seminar that was held at the All British Car Repair doctor's surgery. Here we diagnosed a fairly massive vacuum leak between the brake master and the brake booster (amongst other places). So this has become a combined late model brake master and brake booster vacuum leak article (and I got to remove and replace the brake master, twice!).

Brake Master: First things first PROTECT YOUR PAINT. Unless you've changed over to silicone brake fluid, the regular DOT3 or 4 fluid is unpleasant when you get it on you/your hands, but it's absolutely hell for your paint. Brake Fluid = Paint Stripper – you have been warned. If you get it on paint wash it off, QUICKLEY!

In order to protect the paint I choose to use some kitchen aluminum kitchen foil to make a lining under the brake master and hard line area down to the frame rail. I also tested to make sure that I could start to undo the hard line connectors and also the 2 nuts that secure the brake master to the booster. You want to be sure everything will come apart before you start to have dripping brake fluid and then find out you have to wrestle with something that won't undo. The hard line connectors are 7/16 and you should use a flare nut wrench or just be really careful using a standard wrench. The nuts to the brake master are 1/2 inch and you need a very thin wrench for these – there's not much room to work. If you have a thin, long and slightly offsite box end wrench you'll find this to be extremely useful.

Having broken loose everything proceed to first remove the brake pressure failure switch from underneath the master. Disconnect the electrical connection first and then

remove the switch. If it won't come out by hand carefully use a 9/16 wrench to get it started to remove the switch.

You can then move on to nuts and lock washers securing the master/booster connection. The master will stay in place on the booster. You can then start removing the hard lines from the master. If possible use the soft plugs from your new master to block the fittings on the master as you remove each hard line. The hard lines do have some flex in them but just don't take liberties with them. This is where you WILL get fluid on you and around so have shop towels etc. available to wipe up regularly. With all 3 hard lines removed and clear from the master, you can carefully remove the master from the brake booster. Just pull it and wiggle it as required towards the front of the car to get it off the bolts on the front edge of the booster.



The brake master and my aluminum foil protection lining I put in place to protect the engine bay paint.

If you think your booster has fluid in it from a leaky master then you will also need to remove the vacuum hose connection/valve. To do this, you can carefully pry this out of the booster. This is a plastic part so be gentle and use a large flat head screw driver and work the valve gently from multiple angles until it pops out or you can pull it out.



The brake master removed and the vacuum hose & valve removed. You can also see the lack of seal.

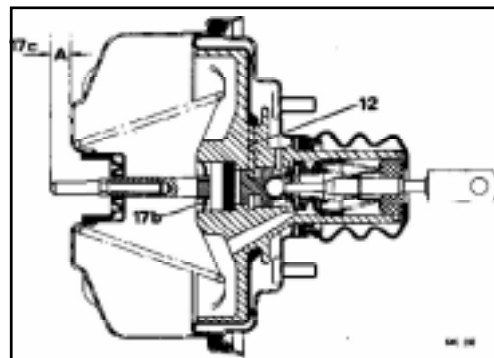
Brake Booster Vacuum Seal: This is something you may not know you have a problem with. I didn't and the first time I did the brake master replacement I didn't know what to look for and was none the wiser. Still, to check whether you have a leak here before you start this whole process (assuming you don't have a reason to replace the brake master) spray some carb cleaner at the joint between the brake master and the booster while the engine is idling. If the RPM changes/drops with the carb cleaner spray you have a vacuum leak and realistically you must deal with this. A leak here will be bad because it's primarily impacting cylinders 3 and 4 and will be making them/ causing them to run lean.



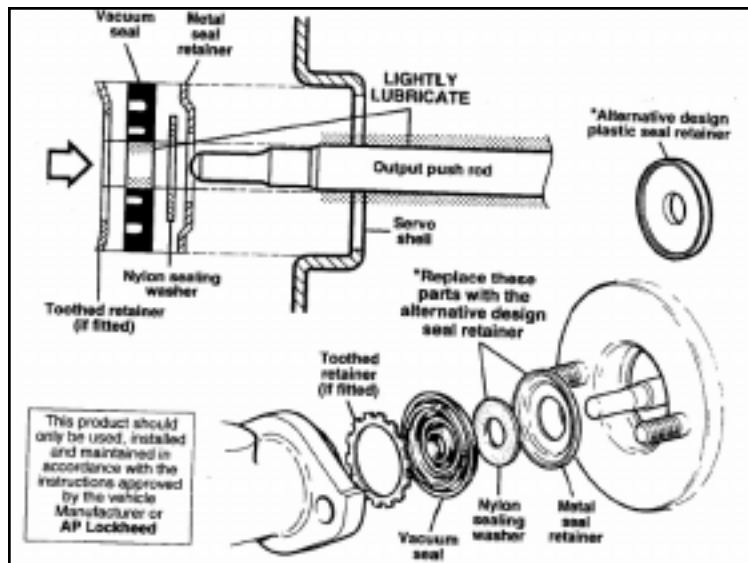
Left—what came out of my booster. Just the metal cup retainer. Right—the vacuum seal as it should be.

What I discovered was that I had no seal whatsoever. I knew this because John Twist had kindly sent me a replacement vacuum seal part for the booster. You can see the problem best by reviewing the picture. While on this topic you cannot buy this piece separately, as far as I can find. It does come as part of the brake booster rebuild kit which seems to run about \$80 currently and gives you a bunch of parts you don't need. Ho hum.

I removed the cup piece, eventually, once I figured out that it would just slide out over the booster push rod. This has an adjuster on the end and the distance this must protrude from the front of the booster is specifically defined in the shop manual (distance A below). From the version I have it says $A = 0.408 \pm 0.005$ in or 10.36 ± 0.13 mm.



The instructions I had also noted to grease the push rod and the vacuum seal bore with vacuum seal lubricant or equivalent. I used some grease as that was all I had available. I then inserted the replacement seal and pushed it back into the booster and over the push rod. It goes a fair way back and you'll see from the shape of the seal where it is supposed to go back into the booster and seat itself against the lip on the booster hole. Once you have the seal in place you're pretty much ready to reinstall the brake master cylinder.



The helpful instruction sheet that also showed me generally what needs to happen with the replacement.

Brake Master Reinstallation: At risk of using the often times over simplistic phase of reinstallation is the reverse of the removal process, that is, pretty much, it! Another trick/tip I was given was to get the hard lines started/connected to the master before bolting the master to the booster.

This, I can confidently say, is quite important. The hard line that fits to the underside of the master can be quite tricky at best to bordering on completely and utterly infuriating. Typically the latter on the first time you try this. Obviously you have to be extra careful not to cross thread anything and the alignment of the flare nut with the booster is not straight up, especially when you yourself are twisted all around over the wing (fender) trying to look at and work on this.

So with the master in one hand get this lower hard line started into the right position. You can rotate the master to make the alignment easier and of course make sure you're working with the hard line connector and not the fitting for the brake pressure failure switch, which is in very close proximity.

With the lower hard line successfully started you can then position the master onto the front of the booster's bolts. Again be careful how much twisting and maneuvering you do so you don't damage a hard line. They will flex some but they are not Gumby!

As you're getting the master to snug up to the booster you'll find that the end of the master will fit nicely into the opening of the vacuum seal plug and give a good stable fit. I found that upon refitting the master it was easier for me to fully bolt up the master in place and then tackle the remaining 2 hard lines. There isn't a lot of room between the master and the wing so those of you with larger hands (almost everyone I think) may also want to get those started before snugging the master up to the booster. For me though it meant the master couldn't move and the hard lines fitted easily and "straight on" into their respective places and could be fully tightened.

Finishing Up: All you have left to do is test the brakes, of course, and then see if the vacuum leak has gone/ been fixed. With the brakes you may find that bleeding is not needed as hopefully no air got into

the lines and the brake fluid that came out was only from the master. If in any doubt do the bleed process and check on any changes in pedal "feel".

For the vacuum leak test, well, fire up the car again and be ready to spray some carb cleaner at the joint between the master and booster. I was a little nervous doing this because if it hadn't worked I'd be frustrated and disappointed at the prospect of having to remove the master yet again. I was also under a bit of a time crunch with planning to leave for Memphis 2 days later (funny how once you know of a problem you worry about fixing it quickly when prior to knowing there's a problem you're in blissfully happy ignorance). Fortunately I must have got this right because no amount of carb cleaner was having any impact. Also, after the car was fully warmed up my idle RPM had dropped by about 300. Something clearly had changed—no more vacuum, yeah!

As a final thought if you can't get this vacuum seal part you could try making a rubber gasket for this fitting or worst case using some clear RTV to seal the joint. Fortunately I don't have to figure this out or try it!

ED Note: Simon Dix is the Editor of *The St. Louis Metro Gazette*

GROUND POINT PREPARATION

by Dave DuBois of Northwest MG T Register

To ensure a good bond for ground points on any metal surface in the car, proceed as follows:

- 1) Clean the area around the bolt hole down to bright, shiny metal. An easy of doing this is to use a pilot bonding end brush in a drill to clean around the hole (see below for where to get these brushes). If a brush is not available, scrape all paint off of the metal around the hole and then use sandpaper to get a perfectly clean surface.
- 2) Once the surface is cleaned down to bright, shiny metal, coat the surface well with any conductive, anticorrosion surface compound, such as Kopr-Shield (see below for where to get Kopr-Shield).

Pilot bonding end brushes are available from MSC Industrial Supply Co. (800-645-7270) (Web site <http://www.mscdirect.com/>)
 1/2" End Brush with 3/16" pilot - P/N 00126722
 1/2" End Brush with 1/4" pilot - P/N 00126730

Kopr-Shield - Thomas & Betts P/N 201-31879 is available from The Eastwood Co (web site <http://www.eastwoodco.com>). It is also available at electrical supply outlets such as CED or Stussers and is probably available at Lowe's and Home Depot.

mg Talk Editor's Note:

Our own Charlie Mitchell strongly recommends using "Star" lock washers to insure good electrical contact. These should also be used between the lug on the wire and the frame so as to "dig in" to both. "Ninety Percent of all electrical problems are due to bad grounds" . CM

Reprinted from The Southeastern MG T Register *mgTalk*



**All British Cars
Rendezvous
May 1-3 2009**

Tallahassee
Florida





**TALLAHASSEE
AUTOMOBILE
MUSEUM**



*All British Cars
Rendezvous 2009*

Register Now!

BEFORE MARCH 30th: **\$35.00** - AFTER APRIL 1st: **\$40.00** - ON-SITE May 1st-2nd: **\$45.00** \$ _____

Extra Car(s): _____ X 15.00 = \$ _____

Extra Tour Tickets: \$5.00 X _____ = \$ _____

Friday BBQ Buffet Dinner: \$18.00 X _____ = \$ _____

Awards Banquet: \$40.00 X _____ = \$ _____

Number of People Attending: _____

Rendezvous Regalia

These quality T-Shirts are sure to be a big hit!

T-Shirts: S _____ M _____ L _____ XL _____ XXL _____ \$15.00 X _____ = \$ _____

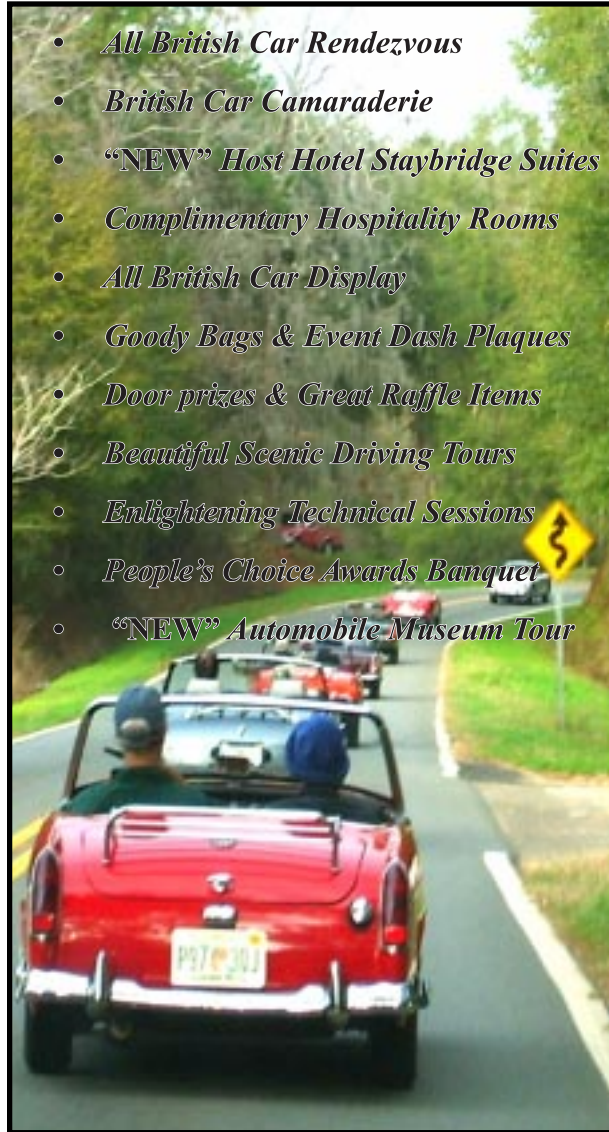
TOTAL AMOUNT ENCLOSED: \$ _____

Please note: Guest are welcome, but must be registered to take part in any Rendezvous meal functions or planned activities.

Mail Completed Registration & Check to:

Big Bend MG's c/o Julie Miller, 3116 Capital Circle NE, Suite 2, Tallahassee, FL 32308

www.bigbendmgclub.com for more information & updates



- *All British Car Rendezvous*
- *British Car Camaraderie*
- *“NEW” Host Hotel Staybridge Suites*
- *Complimentary Hospitality Rooms*
- *All British Car Display*
- *Goody Bags & Event Dash Plaques*
- *Door prizes & Great Raffle Items*
- *Beautiful Scenic Driving Tours*
- *Enlightening Technical Sessions*
- *People’s Choice Awards Banquet*
- *“NEW” Automobile Museum Tour*



All British Cars Rendezvous 2009



May 1st - 3rd

Schedule of Events

Friday Afternoon and Evening - May 1st

After arriving at the Staybridge Suites Tallahassee, join us in the hospitality room on the 1st floor where you will find Rendezvous Registration, complimentary beverages & snacks. You will be able to view all raffle items and purchase raffle tickets. The Staybridge Suites Hospitality Room will be open from 12:00pm to 8:00pm. Join us outside the Hospitality Room on the back deck at 6:00 pm for a BBQ Buffet dinner, with the fun continuing until 9:00pm.

Saturday - May 2nd - (8am- 5pm)

Enjoy a complimentary breakfast buffet for Staybridge guests before heading over to the event site located at the Tallahassee Automobile Museum. The Hospitality Suite at the Tallahassee Automobile Museum will open at 8:00am on site in "The Tucker" meeting room overlooking the car show display area. You will find registration, raffle items, and complimentary beverages & snacks. Tour the museum anytime during the event.

10:00am - 2:00pm All British Cars displayed. People's Choice Voting Begins (Ballots in by 2 pm).

Light complimentary lunch served in "The Tucker" meeting room. Scenic guided/unguided driving tours, Mechanics Tech Session/s, Vehicles diagnosed by Glenn Lenhard

Saturday Evening - May 2nd - (7pm-10 pm)

Banquet begins in the Tallahassee Automobile Museum "Duesenberg" Banquet Hall with Full Cash Bar, Plated Salad & Buffet Dinner. Last chance to view raffle items and purchase tickets. Raffle and Door prize winners will be announced after the People's Choice Awards Presentation.

Sunday Morning - May 3rd

Enjoy a complimentary breakfast buffet for Staybridge Suites guests & Good-Byes until R2011!

"NEW" Host Hotel



• Ask for Big Bend MG's Rate •

\$89.99 - Studio or \$109.99 - 1 Bedroom Suite

(Good until 4/10/09)

STAYBRIDGE SUITES TALLAHASSEE

1600 Summit Lake Drive

Tallahassee, FL 32317

(850) 219-7000

1-888-299-2208

Directions: I-10 to Tallahassee Exit 209B Hwy 90 E. Travel 1/4 mi. to the Summit East Business Park. Hotel is located at the entrance.

"NEW" Event Site



6800 Mahan Drive

Tallahassee, FL 32308

(850) 942-0137

www.tacm.com

cars@tacm.com

Directions: I-10 to Tallahassee Exit 209A Hwy 90 E. Tallahassee Automobile Museum is on your Right.

Visit: www.bigbendmgclub.com & www.bigbendmgs.com
for more information!

Please Print & Complete Both Sides

Registration Form

Please Print & Complete Both Sides

Name: _____

Guest: _____

Address: _____

City/State/Zip: _____

Contact Phone Number: _____

E-mail Address: _____

Year/Make/Model: _____

Year/Make/ Model: _____

Registration Fee

The fee is for one car, 2 people and their children up to 14 years. Fee includes Hospitality Room complimentary beverages, snacks and Saturday light lunch for all registrants and (1) ticket to tour the Tallahassee Automobile Museum. (Additional tickets \$5.00 each/ Children under 5 are Free)



by Nigel Strangway COB

NIGEL'S Garage Mahal

CYLINDER HEAD Inspection and Evaluation Background:

We have removed the cylinder head and disassembled the head and valves and cleaned the parts for inspection.

Discussion:

All of the components will be inspected for condition. The components will be evaluated for suitability for refurbishment to as new condition. We will also determine the economics of rebuild vs replace. This decision will be driven by serviceability of the parts, the cost of labor and the inconvenience of failure after the engine is returned to service.

Plan of Action:

We will inspect for bent and burnt valves. We will check the valve springs, the retainer caps and the keepers for condition.

The big and expensive item is the cylinder head cast-

ing which in addition to valve seat wear has two other areas of concern. Valve seat wear "RECESSION" is caused by the use of unleaded fuel in an engine designed for use with leaded fuel. The common fix for this is hardened seat inserts. The second problem area is cracks between the two center exhaust valves which are quite common. In some cases these cracks can be seen by the naked eye with no additional aid. If a head is cracked it is usually scrap. Even so the head should be checked by magna-flux or pressure testing. Magna-flux is a process using a magnet and iron filings. The filings will outline even a non-visible crack in cast iron. The last area of concern for MG "B" series heads is warping. The check for warping is done with a machinists straight edge and a .004 or .005 inch feeler gauge. The straight edge is placed on the head from end to end on each edge and along the center as well as on the two diagonals as well as across the head if the feeler gauge can be passed between the straight edge and the head at any point the head should be resurfaced. Figure one shows the axis along which you should check for warping. There are various recommendations for the maximum amount of the cut on a head. Next month we will discuss milling and various reconditioning procedures. You must keep in mind that milling the head will raise static compression ratio of the cylinder.

Nigel



BBMGs Meeting on November 22th at Bill & Nancy Thompson's home, 2431 Oakdale St. (in Betton Hills) about 4PM



The purpose of the BBMGs is to encourage the members in the acquisition, preservation, restoration, exhibition, and use of the MG automobile

www.bigbendmgs.com

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BBMGs Meeting on November 22th at Bill and Nancy's home, 2431 Oakdale St. (in Betton Hills) about 4PM after the Drive.

FYI



We're on the Web!
www.bigbendmgs.com

- BBMGs has a large library of manuals, books and periodicals on MGs. JP Brown is the custodian.
- Become a published writer - Contributions to Tally Ho are solicited always! Just put it on paper or email and your editor will say Thank You and publish it! Your articles, stories, technical tips, pictures, or just plain lies are solicited for the newsletter. Please send to your editors! Pheona_Joe@bellsouth.net

COMING EVENTS

- Nov. 20** BBMGs Meeting at Bill and Nancy Thompson's home, 2431 Oakdale St. (in Betton Hills) about 4PM after the Drive.
- March 7, 09** British & European Classic Car Show @ Zephyrhills Celtic Festival & Highland Games
- March 27-28** GOF-S MK XIII - Plantation Resort & Spa, Crystal River - More info. when available at: www.classicmgclub.com
- Apr. 21-25** NAMGAR Mini-GT Key West - *The Last Sunset* (Pheona & Joe are going)
- May 1-3, 09** RENDEZVOUS 2009 - Registration form and Info. at www.bigbendmgs.com or www.bigbendmgclub.com
- May 30-Jun 7** British Car Week

CLASSIFIEDS

Provide an email address with your ad.

MGB - Dual Carbs - Engine cranks but does not run. Partially Restored - Solid body w/first primer coat - Gas tank cleaned & sealed. Great project car, \$800 OBO. Dick - 561-967-5135

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Motors Corp., Dearborn, MI in 1984, and sold by GM at Ennesy Buick Cadillac, Vero Beach. *THIS IS NOT A KIT CAR!* Air-Cooled 1.8 liter 4-cyl. rear mount engine, 4-speed manual. Excellent Condition! \$12,500.



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Thanks to contributors to this months *TALLY HO*:

Joe Torre, Nigel Strangways, Simon Dix and *The St. Louis Metro Gazette*, The Newsletter of The MG Club of St.

Louis, Dave DuBois of Northwest MG T Register and The Southeastern MG T Register *mgTalk*

Where are the contributions from YOU and the other BBMGs members?

